

limit to Long Beach Boulevard and from Downey Avenue to Obispo Avenue. Landscaped parkways and medians should be provided and should be enhanced with gateway identity elements including Mexican Date Palms or Canary Island Palms, dramatic lighting, and a monument gateway sign.

Street trees. Street trees should be planted at a consistent spacing along the entire length of Artesia Boulevard in North Long Beach, excluding river and freeway crossings. Ipe (*Tabebuia ipe*) is recommended to be planted along segments with residential and industrial uses. Ginkgos (*Ginkgo biloba*) is recommended adjacent to commercial uses to identify the commercial areas and to increase visibility to business signs.

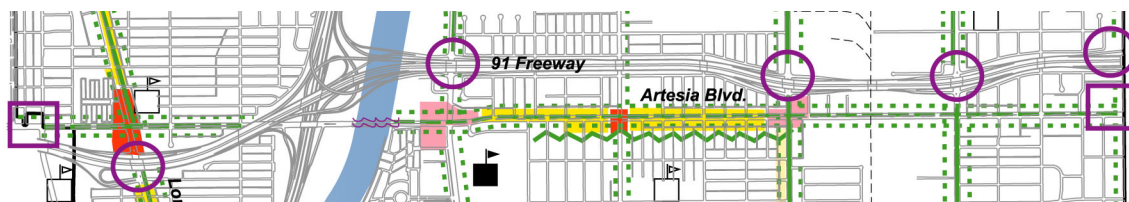
At bus stops and neighborhood nodes, where high volumes of pedestrian activity are anticipated, trees should be planted in large tree wells (6-foot square with grates or 4 feet x 8 feet with stabilized decomposed granite or mulch). In all other locations, trees should be planted in continuous parkways adjacent to 4- or 5-foot wide walkways. Where street trees are in parkways and parallel with medians, the irrigation system installed in the medians should be extended to the parkways with 2 bubblers per tree. In-ground irrigation systems should also be installed in any other locations where such installation is feasible. In other locations, trees should be watered once a week by water truck (minimum 20 gallons per tree per week): for 3 years if in parkways and for 5 years if in tree wells.

Medians. Existing medians will be renovated: paving will be removed and the entire surface of the median islands will be landscaped. The existing Eucalyptus trees will remain as the predominant median trees.

Related Public Improvements. A pocket park should be provided within the vicinity of Orange Avenue, along either Orange Avenue or Artesia Boulevard. Ideally, it should be sited in conjunction with both community facilities and retail uses to reinforce the community-serving nature of the neighborhood-serving commercial node at the corner.

Complementary Private Improvements. The Zoning Code requires landscaping of all required building and parking lot setbacks and of parking lot interiors. It is recommended that variances from those landscape requirements be granted only in cases of extreme hardship and that the required trees in those setbacks be aligned with and be of the same variety and form as the street trees to provide a parallel double row of trees where possible.

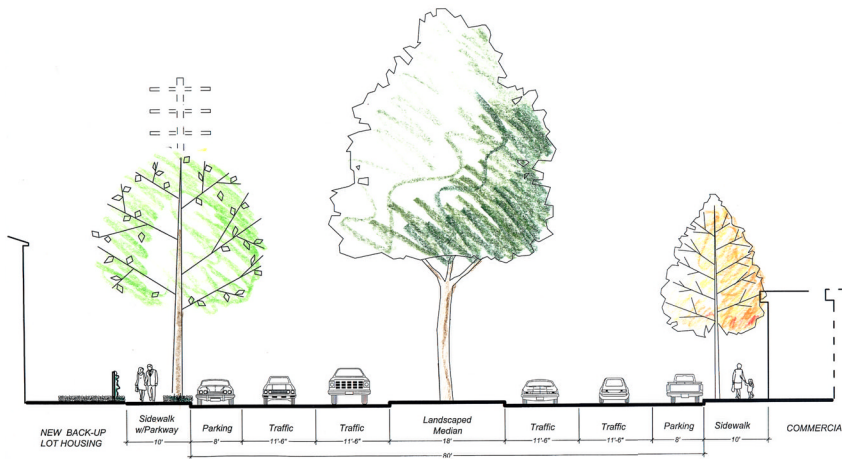
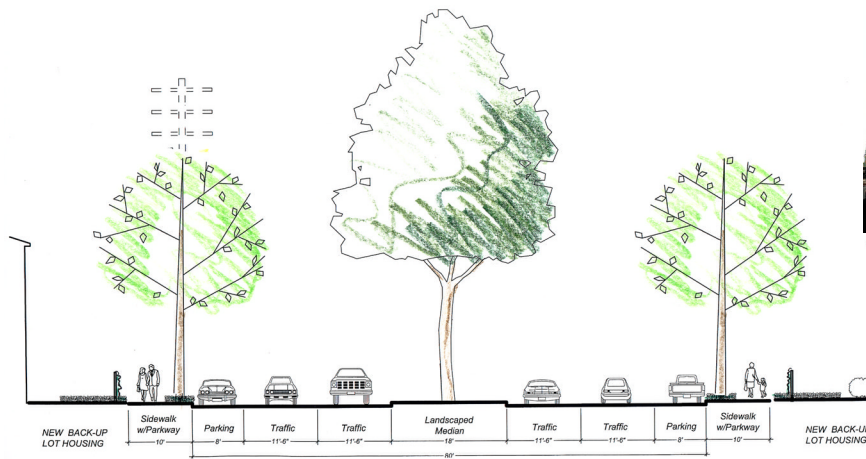
All landscaped areas should include landscaping of the ground plane consisting primarily of plant materials and secondarily of hardscape materials, such as rocks. All landscaping should be designed to achieve 100% coverage within 3 years of planting and include an automatic irrigation system.



Proposed improvements - see Section IV for legend.



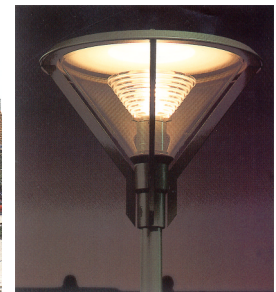
Existing street (left) and with street trees added (right).



New cross sections: residential and industrial area (top) and residential areas (bottom).



Street trees:
Ginkgo (top)
along store-
front commer-
cial buildings;
Ipe (bottom)
elsewhere.



Street light: Selux Quadro I (color: black)

Estimated Cost (in 2002\$), including contingency, design and inspection, of First-Priority Streetscape Improvements:

Gateway landscaping (east and west)	\$393,012
Bus stop improvements	\$300,000
Other street trees	\$767,541
Other landscaped medians	\$434,119
Total	\$1,894,672

D. Cherry Avenue

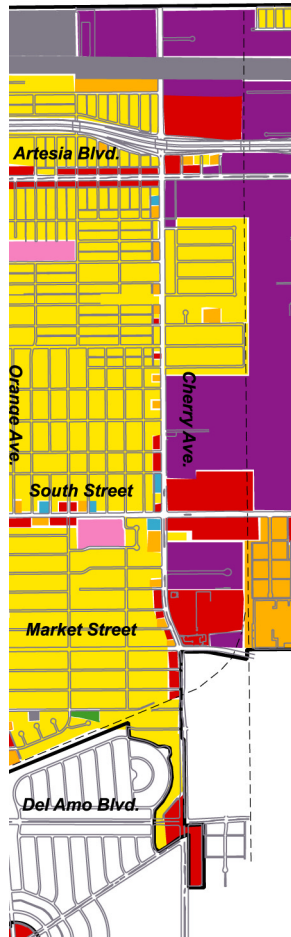
Background

Existing Conditions. Cherry Avenue is a major north-south arterial, which, like Long Beach Boulevard and Atlantic Avenue, links North Long Beach to the rest of Long Beach to the south and the Los Angeles region to the north. It becomes Garfield Avenue in Paramount and continues north, parallel with Atlantic Avenue, to the San Gabriel Valley. The total length of Cherry Avenue in the North Long Beach area, from 70th Street on the north to San Antonio Drive on the south, is approximately 2.4 miles.

Existing land uses are predominantly residential on the west side and industrial on the east side of the street. There are scattered commercial uses along the west side, primarily in the vicinity of South and Market Streets. There are shopping centers on the east side at South and Market Streets.

The right-of-way is typically 100 feet. The typical cross section is an 80-foot pavement width with 10-foot wide sidewalks. There are two traffic lanes and a parking lane in each direction with raised medians south of Market Street and a painted median or continuous left-turn lane to the north. The typical sidewalk cross section consists of a 4- to 6-foot-wide parkway along the curb and a 4- to 6-foot-wide walkway.

There are no street trees along Cherry Street. Roadway lights are concrete. Utility lines are above grade on the west side of the street on 80-foot poles with 6 rows of power lines at heights of between 50 and 80 feet.



Existing land uses - see Section IV for legend.

Transit service on Cherry Avenue in North Long Beach is provided by the Line 21 bus, which runs from Alondra Boulevard to the Downtown Transit Mall. On weekdays the Line 21 bus stops every 30 minutes along Cherry Avenue in North Long Beach between 5:30 am and 8:00 pm.

Bicycle Master Plan. There are no existing bicycle facilities on Cherry Avenue in North Long Beach. The Bicycle Master Plan recommends that a bikeway (class unspecified) be installed on Cherry Street in North Long Beach in the mid-term future (6 to 15 years).

Strategic Guide Proposals. The Strategic Guide calls for the conversion of most of the commercial land uses on the west side of the street to residential uses, consistent with adjacent neighborhoods, and on the east side to industrial uses with sub-regional commercial nodes at Artesia Boulevard and Market Street.

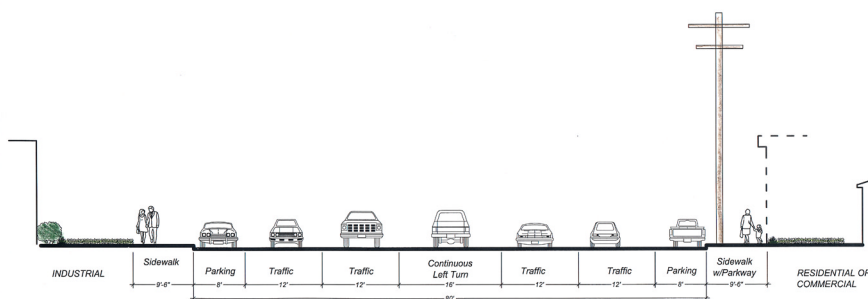
Proposed Improvements

Pedestrian Amenities. Bus shelters and/or seating and pedestrian street lights should be located at **bus stops**. The recommended pedestrian light fixture is the Selux Quadro I with Type V silver louver shielding on 12-foot poles in dark burgundy (RAL 6009). The same color should be used for other street furnishings.

Gateway Improvements. Streetscape improvements should be provided to enhance the northern gateway to the city along Cherry Avenue from 70th Street to Artesia Boulevard. Landscaped parkways and medians should be provided and should be enhanced with gateway identity elements including Mexican Date Palms or Canary Island Palms, dramatic lighting, and a monument gateway sign. The Southern California Edison right-of-way located just south of 70th Street should receive compatible landscaping along its frontage to a depth of 15 to 20 feet.

Street Trees. Chinese Flame trees (*Koelreuteria bipinnata*) are recommended to be planted as street trees at a consistent spacing along the entire length of Cherry Avenue in North Long Beach.

At bus stops and in neighborhood nodes, where high volumes of pedestrian activity are anticipated, trees should be planted in large tree wells (6-foot square with grates or 4 feet x 8 feet with stabilized decomposed granite or mulch). In all other locations, trees should be planted in continuous parkways adjacent to 4- or 5-foot wide walkways. Where street trees are in parkways and parallel with medians, the irrigation system installed in the medians



Existing typical street cross section.

VI. Streetscape Improvements by Street

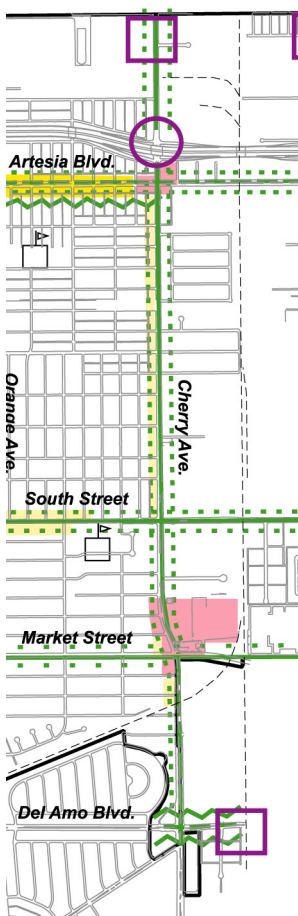


should be extended to the parkways with 2 bubblers per tree. In-ground irrigation systems should also be installed in any other locations where such installation is feasible. In other locations, trees should be watered once a week by water truck (minimum 20 gallons per tree per week): for 3 years if in parkways and for 5 years if in tree wells.

Medians. The existing medians north of Market Street should be landscaped. New medians should be installed wherever they can be accommodated. The plans in Appendix S show potential locations of medians. Chinese Flame trees should be planted in the medians. They are ideal for this location because their broad canopies can provide shade and scale to Cherry Street. The Chinese Flame trees will share the existing medians with the existing Mexican Fan Palms (*Washingtonia robusta*).

Complementary Private Improvements. The Zoning Code requires landscaping of all required building and parking lot setbacks and of parking lot interiors. It is recommended that variances from those landscape requirements be granted only in cases of extreme hardship and that the required trees in those setbacks be aligned with and be of the same variety and form as the street trees to provide a parallel double row of trees where possible.

All landscaped areas should include landscaping of the ground plane consisting primarily of plant materials and secondarily of hardscape materials, such as rocks. All landscaping should be designed to achieve 100% coverage within 3 years of planting and include an automatic irrigation system.



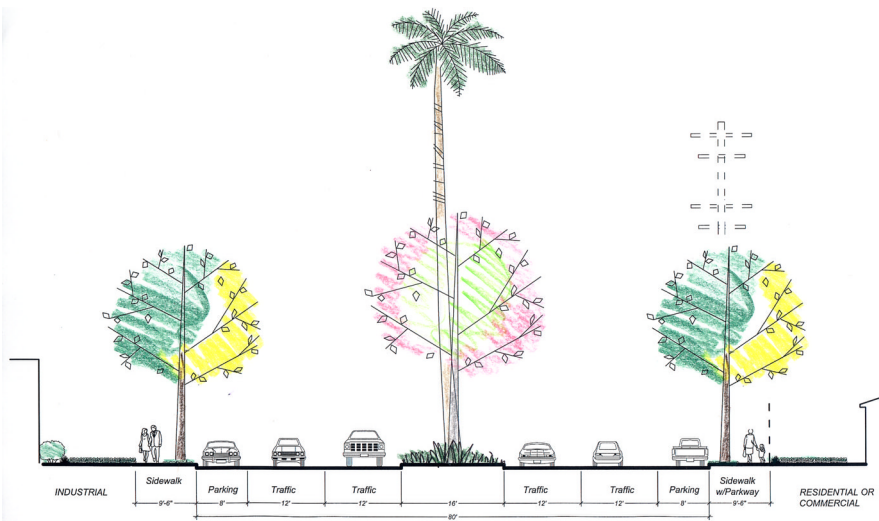
Proposed improvements - see Section IV for legend.



Street trees: Chinese Flame Trees in parkways and medians.



Existing Cherry St. (top), with trees and median (sketch in middle and photo-composite bottom).



Proposed cross section with medians and street trees.



Street light: Selux Quadro I (color: dark burgundy).



Cherry St. south of the 91 Fwy. (left) and with medians and street trees added (right).



Existing Cherry St. median (left) and with landscaping added (right).

Estimated Cost (in 2002\$), including contingency, design and inspection, of First-Priority Streetscape Improvements:

Gateway landscaping (north)	\$536,710
Bus stop improvements	\$250,000
Other street trees	\$552,451
Other landscaped medians	\$747,470
Total	\$2,086,632

E. South Street

Background

Existing Conditions. South Street begins at Dairy Avenue on the west, widens to a major arterial at Cherry Avenue, and continues east to the Orange County line, where it becomes Orangethorpe Avenue. The total length of South Street in the North Long Beach area, from Dairy Avenue on the west to the eastern city limit (Hayter Avenue), is approximately 2.6 miles.

Existing land uses along South Street in North Long Beach are predominantly community shopping centers and industrial uses east of Cherry Avenue. Land uses west of Cherry Avenue are a mix of single-family and multi-family residential housing and small storefront commercial uses on shallow lots.

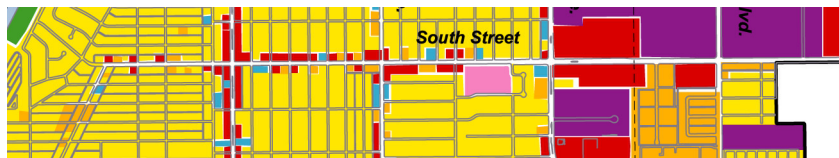
The right-of-way is typically 80 feet west of Cherry Avenue and 100 feet to the east. The typical cross section west of Cherry Avenue includes a 60-foot pavement width with 10-foot wide sidewalks. There are 2 traffic lanes and a park-

ing lane in each direction (no median). East of Cherry Avenue the cross section includes an 80-foot pavement width with 10-foot sidewalks. There are 2 traffic lanes and a parking lane in each direction, with a continuous left-turn lane. The typical sidewalk cross section adjacent to residential, industrial and large-parcel commercial areas consists of a 4- to 6-foot-wide parkway along the curb and a 4- to 6-foot wide walkway or a 10-foot-wide walkway with 4' square tree wells. In retail areas, the typical sidewalk cross section consists of a 10-foot-wide walkway with 4-foot square tree wells.

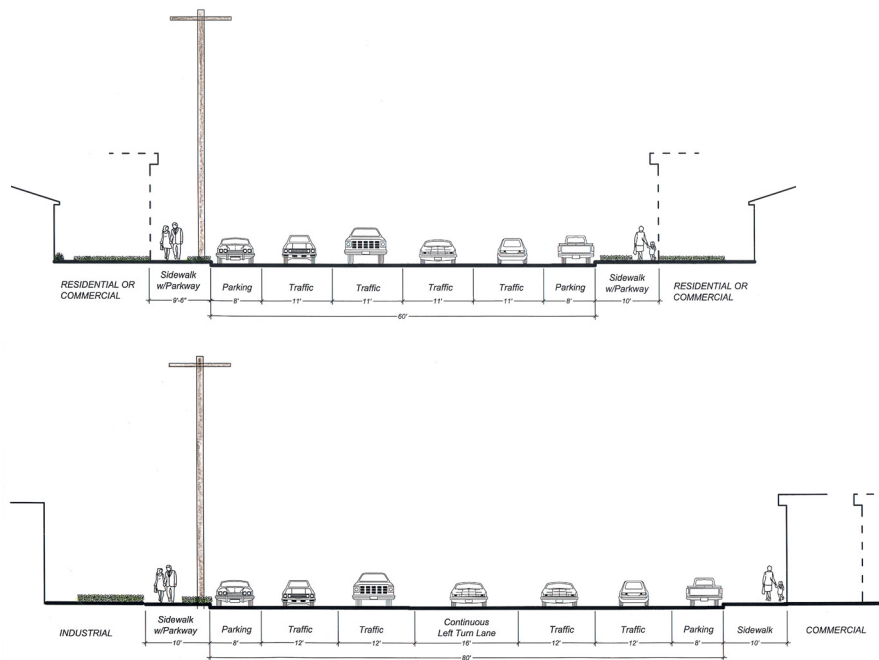
There are scattered street trees on South Street. Roadway lighting is attached to utility poles or on concrete poles on the north side of the street and on concrete poles on the south side. The utility poles on the north side of the street are approximately 40 feet high with 1 or 2 rows of power lines.

Transit service on South Street in North Long Beach is provided by the Line 192 bus, which runs from the Del Amo Blue

Line Station east on Del Amo Boulevard, turns north on Long Beach Boulevard, east on Market Street, north on Atlantic Avenue, and east on South Street to the Los Cerritos Mall. The Line 192 bus stops every half-hour from approximately 5:30 am until 7:30 pm.



Existing land uses - see Section IV for legend.



Typical existing cross sections: west of Cherry Ave. (top); east of Cherry Ave. (bottom).

Bicycle Master Plan. There are no existing bicycle facilities on South Street in North Long Beach. The Bicycle Master Plan recommends that a bikeway (class unspecified) be installed on South Street in the long-term future (16 to 20 years).

Strategic Guide Proposals. The Strategic Guide calls for the conversion of most of the commercial land uses west of Cherry Avenue to residential use. Commercial uses will remain at Atlantic Avenue at the Village Center. Existing commercial and industrial land use designations will remain east of Cherry Avenue.

Proposed Improvements

Pedestrian amenities and traffic calming. Corner curb extensions are recommended at the intersections of South Street with Atlantic, Lime, Linden, Walnut and Rose Avenues, in conjunction with either decorative or zebra striped crosswalks. Pedestrian street lights are recommended at the North Village Center and between Orange and Cherry Avenues to provide lighting for the school and at the community-serving commercial nodes. Bus shelters and/or seating and pedestrian street lights should be located at bus stops. The recommended pedestrian light fixture is the Selux Saturn I with Type V silver louver shielding on 12-foot poles in dark green (RAL 6009). The same color should be used for other street furnishings.

Gateway Improvements. Streetscape improvements should be provided to enhance the eastern gateway to the city along South Street from Downey Avenue to Obispo Avenue. Landscaped parkways and medians should be provided and should be enhanced with gateway identity elements including Mexican Date Palms or Canary Island Palms, dramatic lighting, and a monument gateway sign.

Street trees. London Plane (*Platanus acerifolia* 'Columbia') trees are recommended to be planted as street trees at a consistent spacing along the entire length of South Street in North Long Beach.

At bus stops and in village centers and neighborhood nodes, where high volumes of pedestrian activity are anticipated, trees should be planted in large tree wells (6-foot square with grates or 4 feet x 8 feet with stabilized decomposed granite or mulch). In all other locations, trees should be planted in continuous parkways adjacent to 4- or 5-foot wide walkways. Where street trees are in parkways and parallel with

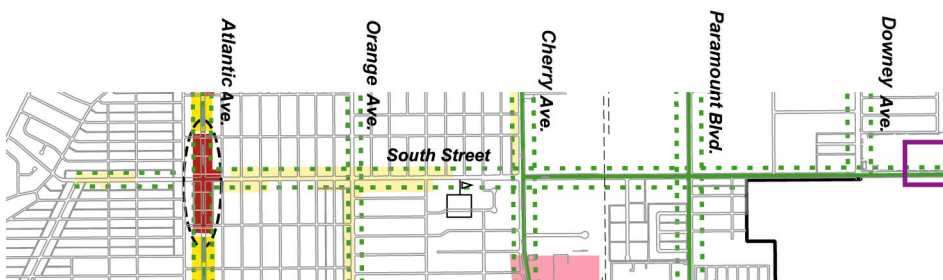
medians, the irrigation system installed in the medians should be extended to the parkways with 2 bubblers per tree. In-ground irrigation systems should also be installed in any other locations where such installation is feasible. In other locations, trees should be watered once a week by water truck (minimum 20 gallons per tree per week): for 3 years if in parkways and for 5 years if in tree wells.

Medians. If acceptable to residents along the street, medians should be added east of Cherry Street wherever they can be accommodated. Potential locations are shown in Appendix S. London Plane trees are recommended as the predominant median trees.

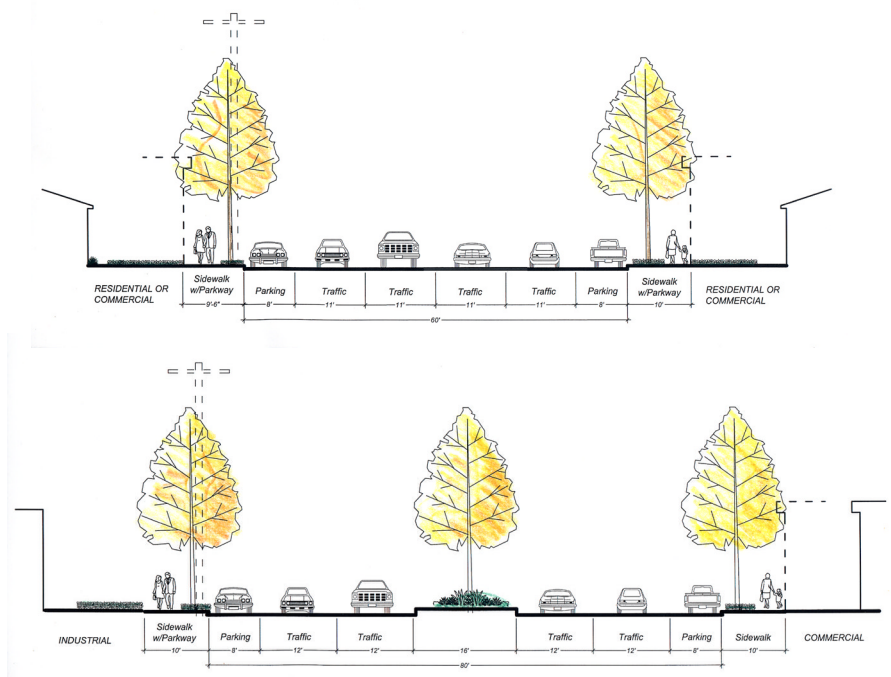
Related Public Improvements. Pocket parks are suggested 1) in the vicinity of Atlantic Avenue to reinforce the community-serving nature of the neighborhood-serving commercial node at that corner and 2) in the vicinity of Walnut Street to enhance the elementary school.

Complementary Private Improvements. The Zoning Code requires landscaping of all required building and parking lot setbacks and of parking lot interiors. It is recommended that variances from those landscape requirements be granted only in cases of extreme hardship and that the required trees in those setbacks be aligned with and be of the same variety and form as the street trees to provide a parallel double row of trees where possible.

All landscaped areas should include landscaping of the ground plane consisting primarily of plant materials and secondarily of hardscape materials, such as rocks. All landscaping should be designed to achieve 100% coverage within 3 years of planting and include an automatic irrigation system.



Proposed improvements - see Section IV for legend.



Proposed cross section: west of Cherry Ave. (top) and east (bottom).



Existing South St. west of Cherry Ave. (top), with street trees in spring and summer (middle) and fall (bottom).



Street trees: London Planes in parkways and medians.



Street light: Selux Saturn I (color: dark green).

Estimated Cost (in 2002\$), including contingency, design and inspection, of First-Priority Streetscape Improvements:

Gateway landscaping (east)	\$357,674
Street trees	
Dairy Av. to Atlantic Av.	\$93,438
Atlantic Av. to eastern city limit	\$621,708
Bus stop improvements	\$200,000
Other landscaped medians	\$996,995
Total	\$2,269,816

F. Market Street

Background

Existing Conditions. Market Street is a locally serving secondary arterial that extends from Dairy Avenue on the west to Woodruff Avenue in Lakewood on the east (becoming Candlewood Street in Lakewood). The total length of Market Street in the North Long Beach area, from Long Beach Boulevard on the west to just east of Cherry Street, is approximately 1.9 miles.

Existing land uses along Market Street are predominantly single-family residential with scattered multi-family housing and storefront commercial uses on shallow lots.

The right-of-way is typically 60 feet wide west of Atlantic Avenue and 74 feet wide to the east. The typical cross section west of Atlantic Avenue includes a 50-foot pavement width with 5-foot wide sidewalks. There is a traffic lane and a parking lane in each direction, with a continuous left-turn lane in the center. The typical sidewalk is a 5-foot-wide walkway with no room for street trees. East of Atlantic Avenue there are 2 traffic lanes and a parking lane in each direction, with a continuous left-turn lane in the center.

There are no street trees on Market Street. Roadway lighting is on metal poles. Utility lines are underground between Long Beach Boulevard and Atlantic Avenue. East of Atlantic Avenue, the utility lines on the south side of the street are above ground on 40- to 50-foot poles with 4 or 5 rows of power lines.

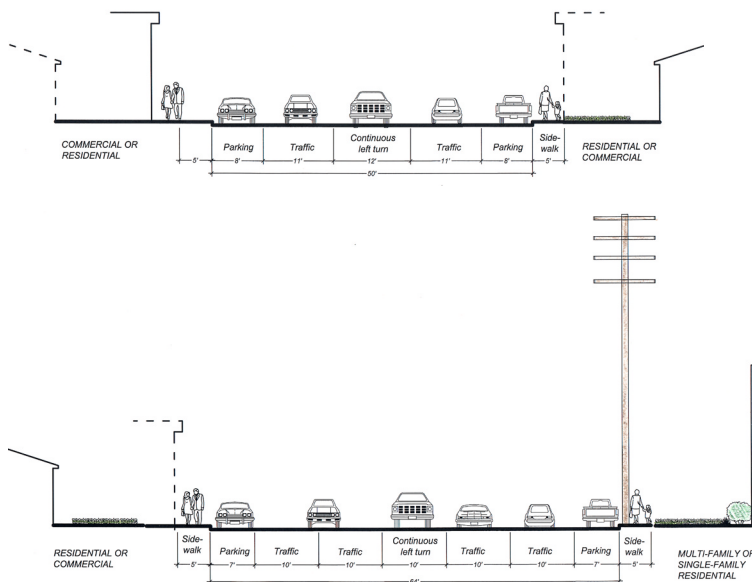
The only transit service on Market Street is the Line 192 bus, which runs between Long Beach Boulevard and Atlantic Avenue as it heads up from Del Amo Boulevard to South Street.

Bicycle Master Plan. There are no existing bicycle facilities on Market Street. The Bicycle Master Plan recommends that a bikeway (class unspecified) be installed on Market Street in the long-term future (16 to 20 years).

Strategic Guide Proposals. The Strategic Guide calls for the conversion of most of the commercial land uses west of Orange Avenue to residential use, consistent with surrounding neighborhoods. Neighborhood commercial nodes will remain at Long Beach Boulevard and Atlantic Avenue, with a sub-regional commercial center at Cherry Avenue.



Existing land uses - see Section IV for legend.



Typical existing street cross sections: west of Orange Ave. (top) and east (bottom).

VI. Streetscape Improvements by Street



Proposed Improvements

Pedestrian amenities and traffic calming. Corner curb extensions are recommended at the intersections of Market Street with Atlantic, Lime and Linden Avenues and with Olive and Lewis Avenues at Lindbergh Middle School, in conjunction with either decorative or zebra striped crosswalks. Pedestrian street lights are recommended at neighborhood commercial nodes and adjacent to mixed use or multi-family residential development. Bus shelters and/or seating and pedestrian street lights should be located at bus stops. The recommended pedestrian light fixture is the Selux Saturn I with Type V silver louver shielding on 12-foot poles in dark green (RAL 6009). The same color should be used for other street furnishings.

Street trees. There is no room for street trees on Market Street. However, a tree planting program to place a tree in each front yard along Market Street should be undertaken. The recommended front yard tree is the Crape Myrtle (*Lagerstromia indica x fauriei* 'Muskogee').

Medians. If acceptable to residents along the street, medians could be added east of Orange Avenue. Potential locations are shown in Appendix S. Ginkgos (*Ginkgo biloba* male only) is recommended as the predominant median trees.

Related Public Improvements. A pocket park should be provided in the vicinity of Long Beach Boulevard to reinforce the community-serving nature of the neighborhood-serving commercial node at the corner and in the area between Atlantic Avenue and Orange Avenue to enhance the middle school.

Complementary Private Improvements. The Zoning Code requires landscaping of all required building and parking lot setbacks and of parking lot interiors. It is recommended that variances from those landscape requirements be granted only in cases of extreme hardship and that the required trees in those setbacks be aligned with and be of the same variety and form as the street trees to provide a parallel double row of trees where possible.

All landscaped areas should include landscaping of the ground plane consisting primarily of plant materials and secondarily of hardscape materials, such as rocks. All landscaping should be designed to achieve 100% coverage within 3 years of planting and include an automatic irrigation system.



Proposed improvements - see Section IV for legend.



Existing street east of Orange Ave (left) and with improvements (right) .